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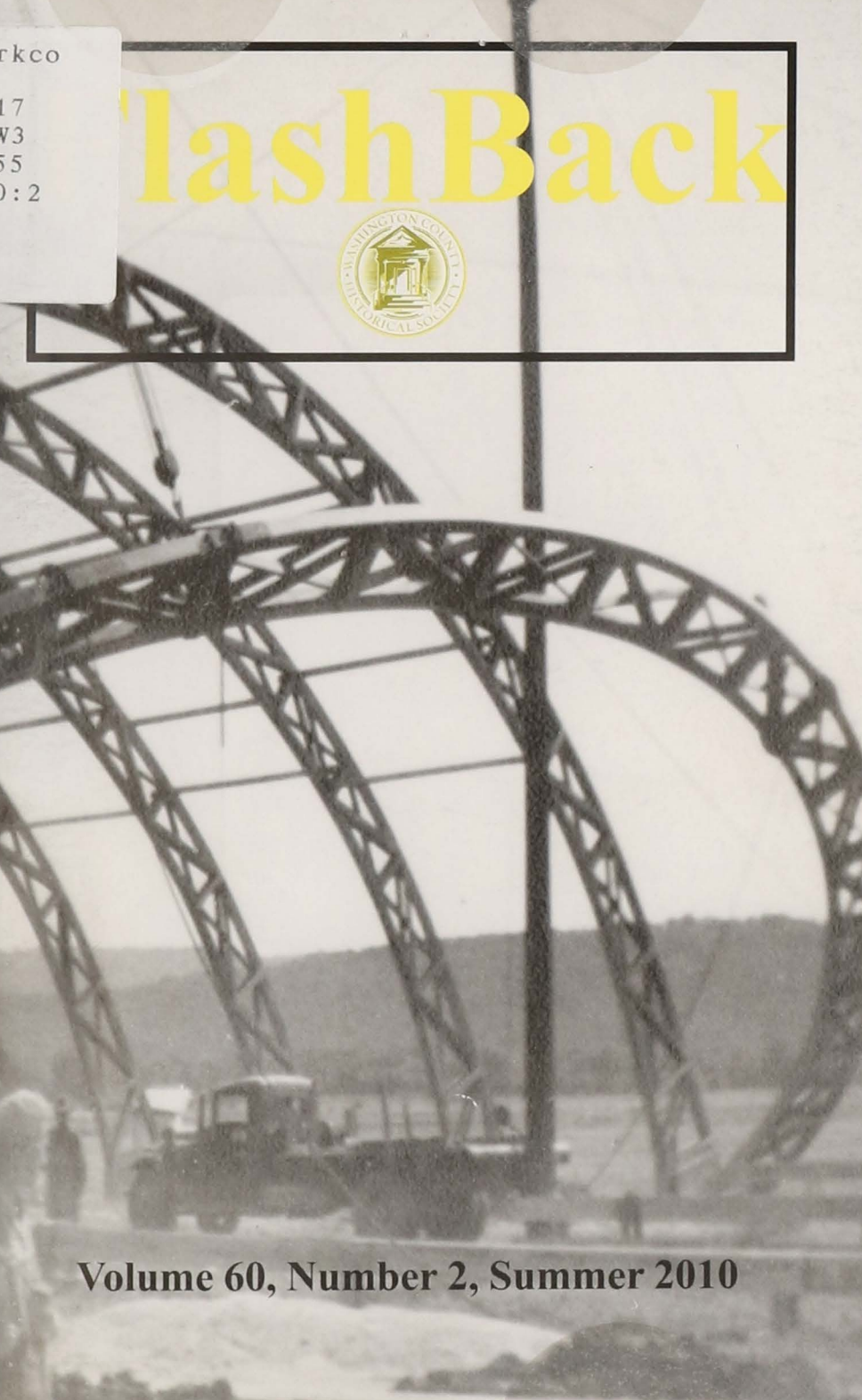

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FLASHBACK

Journal of
the Washington County Historical Society

Volume 60 **Summer 2010** **Number 2**

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Cover: Raising the trusses for the Fayetteville Municipal Airport hangar, ca. 1943.

(Photograph from Ray Ellis Papers (MC 1363), Special Collections Department, University of Arkansas Libraries)

Glenn D. Estes,
First Flight Service Station Chief at Drake Field

Courtesy of the author

Early History of Fayetteville Municipal Airport

By J.B. Hogan and Kirby L. Estes*

On December 17, 1903, over the sands of Kitty Hawk, North Carolina, Wilbur and Orville Wright made two centuries of theory and experimentation a verifiable reality. With their first flight, lasting all of twelve seconds, the Wrights proved that man could fly in a heavier-than-air machine.

In the following years, flying fever quickly spread across the United States and Europe as technological advances produced better and more powerful airships. An exciting expression of the new airplanes and their swashbuckling pilots were racing competitions which began to proliferate around the world and nation.

On December 17, 1903, over the sands of Kitty Hawk, North Carolina, Wilbur and Orville Wright finally consolidated the rash of mechanical experiments that had intensified over the past two centuries into a reality. *Flyer I*, the craft in which Orville achieved the first successfully powered, sustained and controlled flight of a heavier-than-air machine, became the prototype for future aircraft design. In January 1910, the first international air competition was held in Los Angeles, California. By this time, Glenn H. Curtiss was making his own airplanes and in Santa Ana, California, Glenn Luther Martin, a successful auto dealer, was teaching himself to fly and had gained a reputation as one of the most famous "pioneer birdmen."[1] To increase interest in and sales of his product, Curtiss

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*J.B. Hogan, a native of Fayetteville, is a prolific writer. The late Kirby L. Estes served as the Poet Laureate of Fayetteville from April 2006 to April 2007. This article is dedicated to the memory of Glenn D. Estes, the first flight service station chief at Drake Field and father of Kirby Estes.

scheduled an exhibition tour to communities in the Midwest in 1911. He contracted Martin to be the aviator.

The Washington County Fair Association, presided over by Fayetteville's Jay Fulbright,[2] saw an opportunity to enhance attractions at their sixth annual event by adding the appearance of one of these newfangled airships. In late August 1911, the Association had acquired the services of Roy Burgess,[3] an aeronaut from Michigan, but negotiations evidently fell through as Burgess did not appear at the fair.

Still, on opening day of the fair, Tuesday, October 3, 1911, in addition to a parade of automobiles (and "a greater number of fine horses") from the Square to the Fairgrounds (then at Razorback Road between Mitchell and Nettleship streets), local crowds were promised "an attraction that is something out of the ordinary"– an airship;[4] "for which," the *Fayetteville Daily* reported on Wednesday, October 4, "many came miles to see."

The aircraft the crowd watched that day was a biplane, powered by a Curtiss "O" series V-8 engine. The paper said the plane had a wingspan of 40 feet-3 inches, was 35 feet-2 inches in length, and weighed 1150 pounds. It was piloted by Glenn Martin.

The *Fayetteville Daily* reported that on the October 3rd flight Martin took off at four p.m. "from the north side of the inner part of the fair grounds" headed south "and rose gracefully as a bird getting higher, and higher all the time, until he reached a height of 1,800 feet. A mile or two south of the fair grounds he circled to the west and came back around over the grand stand and went northeast over the south part of town, reaching Cantor [sic – Cantor is probably a typographic error for Center] Street."

"Again circling to the west," the newspaper story continued, "he passed over the grand stand once more and then flew south for a half a mile where he circled to the east and came back down where he started, alighting easily and without a jar. The wind was blowing at the rate of 33 miles an hour which made it exceedingly hard sailing when squarely facing it, as he was when going south." The October 6, 1911 *Springdale News* reported that Martin had, wind-aided or not, reached a speed of 65 miles an hour.

The flight attraction at the Fair was such a success, the *Fayetteville Daily* noted, that some people were heard to say that for "straight flying, those who had seen exhibitions in St. Louis and Kansas City declared they had never before seen anything equal to Martin's performance" and

Said to be the first air flight in Fayetteville, October 5, 1911

Courtesy: Shiloh Museum of Ozark History / Washington County Historical Society Collection (P-236)

that the "exhibition was simply fine – far beyond the expectations of the most sanguine." Those who witnessed the event numbered about 10,000. Martin had been airborne approximately fifteen minutes.

In response to local interest in the new flying machines and their daring pilots, flights began to be regularly scheduled at the Washington County Fair. The 11th annual Fair, as described in the September 15, 1916 *Springdale News*, would include the following feature for September 26-29: "The Airship - One of the greatest aviators [unnamed] in the country will make two flights daily in one of the latest model airship(s) doing all kinds of stunts way up in the clouds."

By the time the United States entered World War I, aircraft had become the latest offensive weapon. Deadly, yet romantic tales of aerial combat captured the fascination of the world. The reality of a new dimension to destruction also instilled a note of fear into citizens who had been convinced that distance from the battlefront was an assurance of security.

The war also contributed to LeRoy Williams of Fayetteville becoming one of our earliest native aviators. He had been drafted into local Company

B, Arkansas National Guard, which was mobilized August 5, 1917. Company B later became Battery B of the 142nd Field Artillery and during this restructuring Williams was assigned to other duties that allowed him to become a pilot – one of the very first in the area.[5]

The vulnerability to aerial attack remained such a concern to the military that as late as 1923 defense safeguards were still being implemented. On December 4 of that year, the 206th Coast Artillery, Anti-Aircraft, First Battalion, Battery A, Arkansas National Guard was organized in Fayetteville under the command of Capt. E. K. Hooper. Three powerful searchlights were installed, the last throwing a beam that could be seen forty miles away. At the time, Battery A was the only Searchlight Unit in the state.[6]

Pioneer aircraft manufacturers had soared into prominence with their contributions to a new era of military strategy during World War I. The bi-plane became the industry standard but experimentation continued at a feverish pace. Tri-plane design enjoyed initial success but the advantages of an extra wing were marginal. There were some innovative souls, however, who thought that if two wings were good, more had to be better.

In the spring of 1920, one of these innovative men, Jerome S. Zerbe, arrived in Fayetteville to produce a fully enclosed passenger aircraft for a group of Missouri businessmen. A former instructor at Polytechnic High School in the Los Angeles area, Zerbe had previously constructed a quintaplane (five wings) attached to a motorcycle for entry in the Dominguez Hills Air Meet in Los Angeles in January 1910.

That venture met with disaster when upon racing down the field for takeoff a front wheel fell into a hole causing the craft to pitch forward on its nose. No further attempt was made by Zerbe to pursue the experiment and he disappeared from the area.[7]

Having apparently recovered from his earlier humiliation, the daily *Fayetteville Democrat* for October 23, 1920, relates how Zerbe set up shop in a livery stable on East Mountain Street in Fayetteville, just off the square, to build his "Air Sedan." According to the newspaper story, Zerbe's plane was near "Completion" and would launch a test flight "From Local Field Within Three Weeks."

The Zerbe Air Sedan consisted of four short-span, double-cambered, forward-staggered wings mounted to a plywood-clad cabin designed to hold four passengers.[8] Zerbe also incorporated the concept of warping

the wings to control air flow in a manner similar to that used and later rejected in the Wright Brothers original *Flyer I* machine.

Tom Flannery agreed to test-fly the Zerbe plane, but although the 90hp Le Rhone rotary engine was powerful enough to lift the craft, one account of the flight says it sprayed the windshield with castor oil, rendering visibility almost impossible.[9] According to a later retelling of the Zerbe story in the *Northwest Arkansas Times* of June 15, 1986, Zerbe's experiment failed to get any higher than forty or fifty feet in the air but managed to land without incident. That same issue of the paper, in addition to contradicting the time frame of the flight (the 1986 *Times* story says the flight occurred in March of 1919 as opposed to the fall of 1920 as reported at the time), also says there was "some evidence to indicate" that at least one additional attempt was made but the Zerbe plane crashed. The pilot was said to have walked away unhurt. The failed test flight seems to have brought Zerbe's inventiveness to a close. He left Fayetteville shortly thereafter and all but vanished into history.

The period after Armistice Day saw increased aviation activity around the nation, and local pilots, discharged from service, acquired their own personal craft to continue the airborne adventure they had experienced during the war. They used their talent to earn income by providing flight services such as sight-seeing excursions, pilot training, crop-dusting, mail delivery service, and by charging fees for aircraft racing and exhibitions.

At these popular shows, pilots demonstrated such maneuvers as "loops," "barrel-rolls," "stalls," "falling leaf" descent patterns, and other stunts that took the collective breath of their mesmerized audiences. Assistants standing on the fuselage behind the pilot would "wing-walk" – riding through the skies while performing tricks that would literally take "daring" to new heights.

Perhaps the single most significant event in the budding world of aviation, one that eclipsed the barnstorming exhibitions and captured the entire world's heart as well, was the solo transatlantic flight of Charles A. Lindbergh on May 20-21, 1927. Practically every man, woman and child knew of "The Lone Eagle" in his "Spirit of St. Louis." The romance of the airways had reached its zenith.

During the 1920s, local aviators were faced with the same problems that the rest of the nation was experiencing. Open fields and pastures

Jerome S. Zerbe's Air Sedan, Fayetteville, March 1919

Courtesy Shiloh Museum of Ozark History / Washington County Historical Society Collection (P-165)

were the only places in which they could take off and land with reasonable safety.

Such sites were limited in mountainous communities like Fayetteville. The fairgrounds, University of Arkansas Experimental Farms, and the old Sportsman's Club Golf Course were all used.[10] These areas were available to pilots on a permission-only basis, so any accessible fields in the county were often used as landing strips.

Aviators began using the Country Club golf course on Winslow Road (now the location of the Entree Division of Tyson Foods, Inc. on South School Avenue) as a landing field. A parachute jump exhibition was scheduled for there on Sunday, May 15, 1927, and the *Fayetteville Daily Democrat* reported on Saturday, May 14 that the passenger-carrying aircraft would "be here for a week or 10 days." The exhibition was under the management of Charles W. Hardin, pilot R. Newton and their mechanic.

"An airport could easily be constructed here," Hardin told the *Daily Democrat* on May 19, "and Fayetteville, on a direct line between St. Louis and Tulsa and other places in that region that already have regular

fields, should be equipped with such a station. Commercial planes would, of course, be brought in if there were a field here, and there are also air mail possibilities."

That was all the Chamber of Commerce aviation committee, chaired by P. G. Walker, needed to hear. A special meeting was scheduled for May 24, according to the *Daily Democrat*, and Major J. Carroll Cone of the Arkansas National Guard in Little Rock, and state auditor, accepted an invitation to speak on "The Future of Aviation in Arkansas." Not surprisingly, the committee was composed of former World War aviators including Walker, Hugh Rogers, and Roy Brumfield.The Chamber of Commerce urged local citizens to attend the meeting as a show of support for a landing field. The request was apparently honored because Major Cone delivered his speech at a meeting in the Palace Theater. He spoke on the future of aviation in Arkansas and America and also addressed the specific future of Fayetteville.

If a landing field were to be located in Fayetteville, the May 25 *Daily Democrat* quoted Cone as saying, then "state financial aid can be secured." Also, the city would be listed on government maps and others as a landing place for commercial and private aircraft. There were two air mail routes in the state at this time, he noted. Fayetteville would add to that number and "stand a good chance to be listed" as a landing place for a planned route from Atlanta to Dallas.

In the same article, Cone also stressed that a permanent field "accessible to the city and purchasable at a reasonable price" should be acquired. "There is no place in the state where an air port is more needed than in Fayetteville," he said, "if not for business reasons then for patriotic ones."

C. M. Lawson, president of Ely-Walker Dry Goods Company of St. Louis and of the Campbell Bell Dry Goods Company and Price Clothing Company of Fayetteville, paid a visit to his family on the first weekend of June 1927. He took the opportunity to share his views on the airport issue with the local newspaper.

In the June 4 *Daily Democrat*, Lawson opined that an airport would be "one of the best means possible of giving Fayetteville nation-wide attention and facilitating means of passenger and mail transportation." He had with him "a report from a Washington commercial news bureau advising cities and towns interested in obtaining an airport to communicate

immediately with Wm. P. MacCracken, Jr., Assistant Secretary of Commerce, Washington, who will offer free help including complete specifications for acquisition of an airport."

Besides help with the acquisition, Lawson continued, the government may "in many cases" assign an engineer to "work with your authorities during all stages." The benefits of the federal assistance to the city were spelled out in the report. "I don't know how much land would be needed," Lawson said, "but I believe a few thousand dollars spent here for a landing field, not in a half-hearted temporary way but with the idea of being permanent, would in the end be worth a great deal to the city."

Acting on Lawson's report, P. G. Walker and the aviation committee engaged in communications with the Department of Commerce for assistance in establishing an airport. On November 28, 1927, Scott D. Hamilton, secretary of the Chamber of Commerce, stated in the *Daily Democrat* that the South Mountain Development Company, owner of the Country Club, in conjunction with the Chamber, would provide the property required for an airport on the present golf course that "will be included in the government's future memos, logs and bulletins."

The association authorized Walker's committee, the newspaper article continued, to "proceed at once with placing airport markers on certain designated sections of the present golf course, which will be made into a temporary port according to instructions from the Aeronautics Branch of the Department of Commerce." The instructions were detailed in a letter from Major General Mason M. Patrick, Chief of the U. S. Air Corps.

In addition to the letter from Maj. Gen. Patrick to the committee, the chief of the Air Information Division of the Dept. Of Commerce, Ernest Jones, also wrote, the paper said, "asking for complete information concerning the proposed local field and assuring that Fayetteville will be included in the airport maps and the Airway Bulletins sent to all airports automatically issued by the Army and Navy to all service pilots."

The Chamber of Commerce aviation committee, the *Daily Democrat* added, was augmented in its efforts to steer airport establishment and to secure the appropriate equipment to carry out their mission by G. A. M. Johnson, H. O. Davis, and G. W. Chamblin of the Lions Club and Joe Bates, J. H. McIlroy, and Morgan McMichael of the Rotary Club.

Scott Hamilton had been pulled from the joint committee to assist the Development Association in transforming a portion of the old golf course

for use as an airfield. He was assisted by Johnson, Chamblin, Bates and Hugh Rogers.

"The airways will not affect the fairways," the association promised local golfers through the *Daily Democrat*. A new location for the Fayetteville Country Club on South Mountain had been negotiated and golfers were assured they could proceed on the current links until the new ones were ready. "By spring," Hamilton said, "both the new airport and the new golf course will be in such condition that we expect both to attract summer visitors."

P. G. Walker also stated in the article that the new "port" would be 2,200 feet in length. It was defined as "a locality adapted for landing or taking off of aircraft which provides facilities for shelter, supplies and repair of aircraft; or a place used regularly for receiving or discharging of passengers and cargo by air."

One month after the announcement assuring an airport for Fayetteville, the airfield was suitable enough for an unexpected drop-in. According to the December 29, 1927 *Daily Democrat*, W. W. Walker "accompanied by his wife, a pilot, Marie Buek, and the plane's mascot, a German police dog" was en route from Huron, South Dakota to Hot Springs flying an Alexander Eagle Rock.[11] Walker had attempted to find a landing place at several communities, but the only suitable field was the one at Fayetteville.

Walker described the neophyte airport as the most desirable landing field in this part of the state. He told members of the Chamber of Commerce aviation committee that "the site was excellent provided that the field was maintained properly." After refueling, the Walkers continued their flight.

On February 28, 1928, the *Daily Democrat* reported that Lieutenant Taylor Robertson, newly commissioned in the 154th Observation Squadron out of Little Rock, had arrived at the airport in his new Waco 10[12] three-passenger plane on February 24. With Robertson were two passengers, including his father.

"As far as location goes," Lt. Robertson told the paper, "the proposed airport at the Country Club golf course south of town is absolutely the best near Fayetteville." He had been using the field since his arrival, offering rides advertised in the *Daily Democrat* on February 28 at $3.00 per passenger, and would be available at the field until March 4th.

"Within two miles from town," Robertson continued, "and on the main road, the field would offer almost immediate service to the town" (the

"main road" was known as Greenland Road —previously Winslow Road —at that time; it is the present-day U. S. 71B or South School Avenue).

"With a little work," Robertson suggested, "it can be made into a good field. Grading on the south end, the cutting down of rough spots and the filling up of ditches would enable a big ship to land and take off easily. Power and telephone lines would have to be put underground near the field and some trees would have to be cut away." He further stated that with his small plane, he had only used a small portion of the field.

Exactly three months after the announcement that an airport would be established on the old Country Club golf course, the dream began unraveling. Despite some glowing reports about the proposed airfield, there were valid complaints from local aviators. One of the issues regarded the proximity of McCullom Mountain to the landing strip. Not only might this mountain be a surprise to an approaching aviator, but as a natural hazard it also required some advanced maneuvering to negotiate the short distance between the mountain and the field.

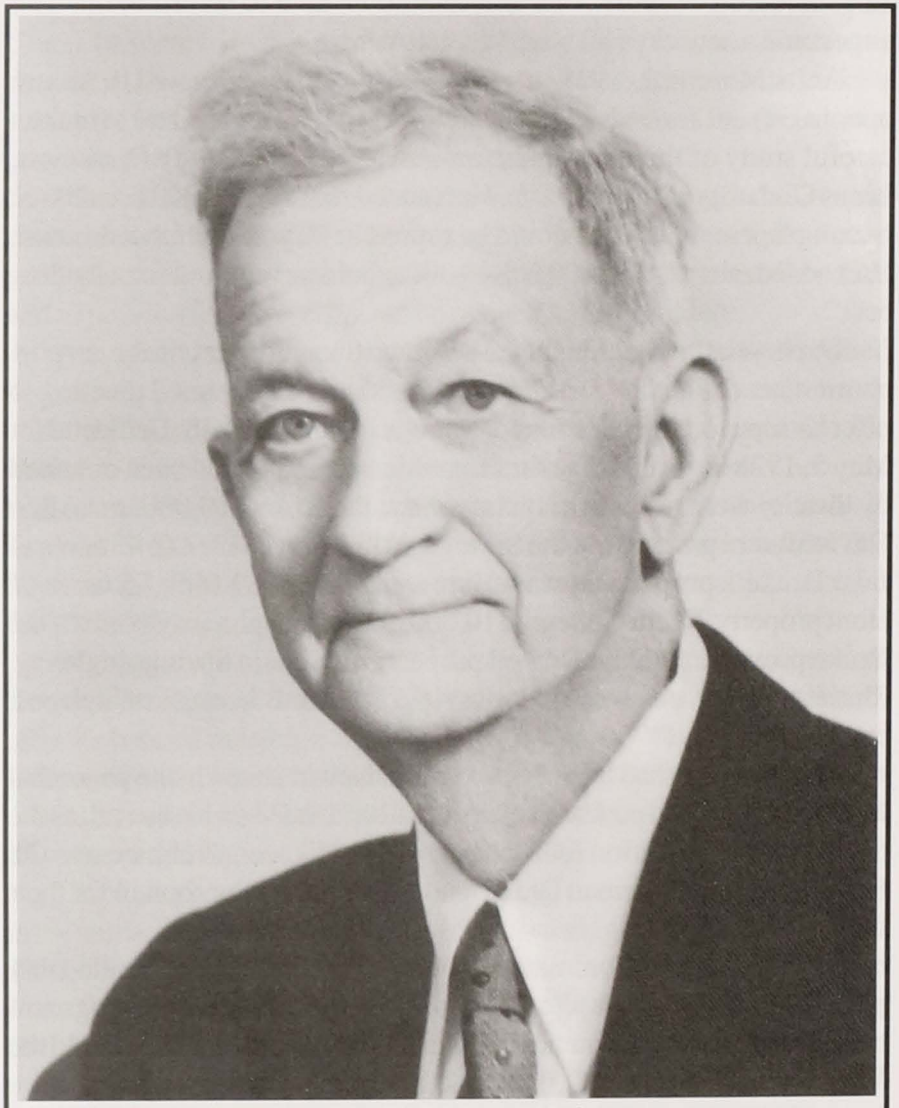
At a city council meeting in the evening of the very day that Lt. Robertson had made his observations of the temporary airport known publicly (February 28, 1928), discussion ensued about the viability of that particular site for a permanent airfield. The *Daily Democrat* noted that Mayor Allen M. Wilson had appointed an airport committee to study the issue and be prepared to make a report to the council at the following week's meeting. Dr. Noah Fields Drake was named chairman of the committee.

The city council meeting revealed the existence of two schools of thought on the airport issue. There were those who wished to retain the old golf course site because it was essentially in hand. An opposite camp desired a study to determine the best site from a number of optional proposals and then the activation of a funding mechanism to answer the needs of a Class A facility.

After city council discussion, Mayor Wilson stated in the March 6, 1928 *Daily Democrat*: "It is the consensus of opinion of the council that a special election should be held to decide upon a bond issue for the purchase of an airport. In doing this, the city will protect itself by securing beforehand options on all desirable landing fields. Land suitable for a

Fayetteville airport can be purchased at from $100 to $200 an acre, the committee named by the council at its last week's meeting reported."

"The election," Mayor Wilson continued, "will be held within the next 60 days and in order to give all civic groups ample time to discuss the matter and to offer suggestions, we have asked every recognized civic group to name one representative and to have that representative present



Noah Fields Drake, ca. 1940
Courtesy Shiloh Museum of Ozark History / Washington County Historical Society Collection (P-1356)

at a meeting of the council set for March 17, at which time the council will receive suggestions as to what the civic groups desire to have included in the bond issue to be submitted."

The mayor went on to present some of the other items that would be worthy of including in the special election: a city hall, fire apparatus, park, guard armory, auditorium, more street paving and street equipment, all to be considered as soon as the city would be able to afford them. The airport and a new city hall were headline items.

At its March 22, 1928, meeting, the city council voted to secure options on sites for both a landing field and a new city hall and to make a careful study of the bond question. As noted in the *Daily Democrat*, Lions Club representative T. L. Hart stated that a $100,000 bond issue bearing 5 percent interest could be retired in 20 years. Of that amount, Hart added, about "$30,000 or $40,000 would be required for a landing field."

U. S. aviator Lieutenant L. S. Hewitt was a guest of the airport committee, chaired by Dr. Drake, at the May 3 city council meeting to offer his input on site selection for a new airfield. The Daily Democrat for May 5, 1928 indicated that sites for which an option had been obtained by the city were: the old golf course, available for $10,000; the Allen Davis 50 acre property on the Springdale highway, $13,000; 43 acres of Jake Drake's property north of Leverett, about $11,000; 55 acres of Hunt property, North College, $10,000; the Parker property north of the Drake property; and the Dowell property on Siloam Springs highway. The last two parcels were not seriously considered "because of high cost of putting in shape."

After the sites had been inspected, Lt. Hewitt stated in the paper that he regarded the golf course site, where he had landed on his arrival, as the most favorable location for a landing field. His second choice was the Davis property. Chairman Drake made his report to the council for their further consideration.

The Chamber of Commerce aviation committee was understandably pleased by Lt. Hewitt's site selection. "We like to have our judgment backed by the army fliers and the council," a committee member told the *Daily Democrat* on May 8, 1928. "At the time the Chamber of Commerce was working to create interest in securing an airport the council was not interested." But now, he added, we "are gratified to have had the city take

the matter up and we hope it will be able to put the deal through to a successful conclusion, either through bond issue or other legitimate means."

Chamber president J. T. Berson told the paper that the aviation committee "was responsible for Fayetteville being placed on the aviation map of the U. S. Department of Commerce and has fostered the need of a field for several years. The above committee made a thorough study of all available local fields and recommended last year that the present golf course be secured as a temporary landing field. Naturally we are pleased that the U. S. Army representative who was here last week to make a survey for the council approved the selection we announced by the aviation committee of the Chamber of Commerce."

Meanwhile, the city council was having trouble getting a handle on the cost of their ambitious city improvement project. It was their intention to lump several desired projects into one bond issue to put before the public and to provide for the consideration of each item separately.

At a special meeting of the city council on May 16, 1928, described in the *Daily Democrat* the next day, a committee was appointed to work with the Chamber of Commerce for the express purpose of determining a realistic estimate for each of the items, including an auditorium, a new city hall, an outdoor amphitheater, a hospital and an airport. Aldermen N. F. Drake, J. F. Stanford and V. L. Jones were named to the committee. The city now believed that all the items under consideration could be secured for $200,000.

When the special committee met with the Chamber's Citizens Committee, composed of Tom L. Hart, Scott D. Hamilton and Roy Wood, after the council meeting a week later, the figure of $200,000 was upheld. Estimates for the individual items proposed were determined. The airport estimate, as reported in the *Daily Democrat* of May 22, was cut in half from the earlier figure of T. L. Hart to $17,500.

Despite the grinding deliberations of the city council, aviation enthusiasts in the community were treated to a series of stirring aerial events. On May 24, 1928, an advertisement in the *Daily Democrat* announced that the Lone Star Flying Circus would be performing May 27 on the "Flying Field" located at the "New Country Golf Course on South Mtn." The event was sponsored by Batteries 'A' and 'E', 206 Coast Artillery (Anti-Aircraft). The "Champion Wing-Walker of the World," E. E. "Shorty" Radack, was the featured performer. Shorty would, the *Daily Democrat*

promised, "jump from a speeding airplane to the ground in front of the audience without the aid of a parachute or any other apparatus of any kind." And to "see 'Shorty' get off the airplane," the paper added, it would be necessary for you "to be directly on the Flying Field."

As the council toiled on in meetings, the landing field at the old golf course grew stagnant. Months went by and nothing happened. The repercussions from the lack of attention that the field was getting were soundly felt in September 1928 when Fayetteville was excluded from a state air tour, sponsored by the Little Rock Chamber of Commerce, because of, the *Daily Democrat* disclosed on September 5, "poor landing conditions and no equipment."

The Lions Club had donated $100 to bring the four-plane tour to Fayetteville, according to Charles M. Taylor, chairman of the proposed event, at a meeting at the Mountain Inn Hotel. Taylor told the *Daily Democrat* that he hoped the incident would arouse sufficient interest in the city that would lead to improvements at the local field.

Taylor gave the paper four reasons why the air tour had bypassed Fayetteville: the "present condition of the field on which, due to ditches, and the like, it is impossible to land with safety except under certain wind conditions, and with a light load; the amount of work that would be required to put the field in condition so that planes could land under any conditions; the routing of the fliers 120 miles off their course; and the general lack of emergency landing fields in this section due to its mountainous character."

Fayetteville was going to have to make a commitment one way or the other. The city did not own the land containing the present "airport" and it would be imprudent to make any improvements on the property because of that fact. In addition, setting up a landing field was going to incur liability and nothing could be done to address that issue without ownership.

Purchasing the land seemed a necessity beyond the umbrella of the earlier proposed bond issue, which seemed to be staggering under its own weight. The cost of putting the old golf course into shape as a landing field would be an additional expense to a city that really didn't have a particularly healthy budget. However, if the city was serious about acquiring a municipal airport, they were going to have to demonstrate it. The fact that Fayetteville had been excluded from the state air tour did arouse the city leaders as Charles M. Taylor had hoped. Dr. Drake and the airport committee concluded that, for better or worse, the old golf course still

was the best site available for an airport. At a meeting of the city council on March 18, 1929, Alderman Drake presented a proposition "to purchase by the city ... 78 acres of land being the old golf course, for an airport ... for the sum of $5,000."[13]

On March 27, a meeting of the city council was called to enact the purchase of the airport from the South Mountain Development Company. Under the provisions of Ordinance Number 701, five warrants, payable over five years to South Mountain, passed and were approved. There would now be a Fayetteville Municipal Airport.[14]

The city's shallow pockets were then revealed. One year before, the old golf course had been available for $10,000 but a price half that figure was negotiated. Mayor Wilson had speculated that land for an airport could be acquired for $100 to $200 an acre but the city was now able to purchase that land for approximately $64 per acre. Payments over five years on the bargain purchase price should not have been too big a problem, but even with the better purchasing price, there wasn't enough extra money in the city till.[15]

At a meeting of the city council on June 10, Dr. Drake proposed to give the city $3,500 toward the purchase of the 78-acre tract west of Highway 71 – the old golf course – for use as an airport if the city would provide the remaining $1,500.[16] On June 11, 1929, Dr. Drake stated in the *Daily Democrat* that the project was an important one for Fayetteville.

"Although there seems at the present time no immediate need for an airport," Dr. Drake said, "the time is close when the need will be an urgent one and if Fayetteville doesn't purchase the site at the present time, the land when the need arises may not be available."

Dr. Drake also pointed out there would still be a need for money for furnishings and repair of the field to make the airport one of the best available and acceptable for government purposes. Aviation experts had attested that the ground was suitable and that all the work necessary to complete the field would be the drainage of low marshes and the creation of hangars. And, as Charles Taylor had already pointed out, there were still discrepancies at the field that had to be dealt with.

"Expressions of appreciation for the generosity of Mr. Drake were made by the mayor (T. S. Tribble) and members of the council." Alderman Clem Pearson moved to accept the proposition and Alderman C. T. Harding seconded it. After a vote of six ayes and two absences, the motion

passed and the purchase of the property was declared effective immediately.[17]

The price of $5000 for the property on the west side of Highway 71 had been established back in March when ten persons in Fayetteville had bought seven acres east of the highway for the sum of $2500. The June 11, 1929 issue of the *Daily Democrat* listed the persons buying each of 10 shares at $250. Among them were: W. P. McNair, N. F. Drake, George Appleby, W. N. Gladson, C. M. Lawson, C. W. Appleby, and Floyd Hight.

On June 17, Alderman Clem Pearson introduced an ordinance for the purchase of an Aviation Field, appropriating $1,500 to be paid to the South Mountain Development Company. Ordinance number 706 was passed and approved.[18] On July 8, Alderman Drake received council approval to direct the city engineer, E. M. Ratliff, "to investigate and report as to construction of runways at the Aviation Field."[19]

At last, there was activity at the aviation field that would attract entrepreneurs. On October 7, 1929, Finley Anderson went before the city council and proposed "instituting a flying school" at the airport. Clem Pearson moved that a committee comprising Mayor Tribble, the city clerk, the city attorney, the city engineer and Alderman Drake be "authorized to contract with the Ozark Flying Corporation for the establishment of a flying school and the use of the city airport for that purpose." The motion, seconded by Alderman C. T. Harding, passed unanimously.[20]

On October 24 and 28, 1929, the stock market, which had been fluctuating wildly since summer, experienced record-setting declines and went into freefall until hitting bottom on November 23rd and stabilizing. During that period, economic activity was virtually suspended across the nation until some sign of normalcy was assured. President Hoover and Secretary of the Treasury Andrew W. Mellon issued proclamations of optimism, but the market said otherwise.[21]

The optimistic tone from Washington was good enough for the authorities of the Ozark Flying School because their contract with the City was approved by the first week of December. At a meeting with the council on December 9, Mr. Anderson urged the standing airport committee to make improvements to the existing field. The committee was "empowered to take the necessary steps" for those improvements. This charge would include providing tile for drainage and contracting with Mr. C. E. Pierce for ditching and filling. The committee was also asked to secure from the

authorities of the Flying School payment of the moneys due under the terms of the contract with the City.[22]

At a council meeting the following week, Dr. Drake proposed that the Street Department be authorized to use street working equipment to grade a fence row on the farm of W. F. Drake for use of the Ozark Flying School, "said School to pay expenses thus occasioned." The proposal passed unanimously.[23]

It was reported at the city council meeting of December 23, that the grading and drainage at the airport would cost "approximately $1,000." The council approved a motion to open work for bids and "to accept the bid which they judged the best."[24]

In early February 1930, the *Daily Democrat* reported that Dr. Drake and Art T. Lewis had been named to the Chamber of Commerce aviation committee and for the next few months the emphasis remained on keeping the airport where it was. The committee, with the approval of the city council, worked hard to put together a $20,000 bond issue to improve the existing golf course airport field and the issue passed on May 20.

But by mid-summer there was a shift in approach. The city's desire for an A-1 airport that would attract larger passenger and cargo planes, and with them better local business opportunities, led the aviation committee to take out an option on 160 acres of land four miles west of town on Highway 16 as a possible site for a new airfield. The property, according to the July 23 *Daily Democrat*, had been "highly recommended by Martin C. Hoffin, airport specialist from the United States department of commerce."

On August 2, 1930, however, the *Daily Democrat* reported that rather than pursue the Highway 16 property, the aviation committee instead had taken a contract for "approximately 150 acres of land four miles south on highway 71." Members of the committee were listed as: Morgan McMichael, chairman; Mayor T. S. Tribble, E. M. Ratliff, Dr. N. F. Drake, Don Fuller, W. P. McNair, and W. S. Campbell.

Averaging $80 an acre, the *Democrat* article detailed, the new location would cost about $12,000. Hoffin, the federal airport specialist, had unofficially suggested this property "as the best possible site for an airport, near Fayetteville." The land would be paid for by the earlier approved

$20,000 bond. It was expected that the city would also recoup money from the sale of the existing airfield at a later date.

City Engineer Ratliff received the Department of Commerce requirements for an A-1 airport on August 12, according to the paper, and work on the field, including clearing and leveling of the land, was already underway. The land for the new airport had been purchased from H. E. Hefflefinger, G. Selle, Robert Campbell, G. F. Dickson, and J. Frank Moore.

In the general aviation excitement of the time, the paper reported on August 18 that "E. V. Bird Buys First Airplane." Bird bought the aircraft, "a government inspected and licensed ship," from his brother-in-law Clinton Thompson of the Spartan Aircraft Company of Tulsa whose "headquarters will be here." Bird would have the "first locally owned" airplane in town.

"Airport Site Now Complete" the *Democrat* for August 27 announced and the story related how Mayor Tribble had received word from Durango, Mexico that H. O. Ward had agreed to sell a 20-acre strip that would fill in the 160 to 170 acre site needed for the field. Work on the new site was expected to "begin in the immediate future."

During the fall of 1930, while title and deed work was being finished, plans for "preliminary construction" of the new airfield were put in place. Finally, toward the end of the year, the *Democrat* reported that "field work on the topographical survey of the airport" had been completed. The survey was required as a preliminary step "in determining work needed to make an A-1 landing field on the site."

On January 3, 1931 plans for work on the new airport were approved and in March City Engineer Ratliff reported that progress was being made on the airfield. By summer, the runways were being graded. "Three runways have been graded, 300 feet wide" a *Daily Democrat* story on June 23 said, with a fourth being graded that very day. Lieutenant W. D. Hopson of Little Rock, the story continued, had "landed the first plane on the new field" just the day before. Work continued through the summer and up into early fall, when, according to a *Democrat* article of October 1, 1931, tentative plans were made to have an airport dedication on October 15 – if an army blimp could be brought in for the special event. The dedication day came and went but nothing was reported in the paper.

The aviation committee considered a new date for the airport dedication early in 1932. On March 9, the *Democrat* reported that plans were being

made for an air show in July and that the "Local Port Dedication Is Set for Late Summer."

It would "not be advisable," the committee suggested, to hold these events before Bermuda grass was sewn on the runways and other improvements were made to the field. On May 10, there was another reference to dedicating the airport in conjunction with an air show but the plan seems never to have come to fruition.

During 1933 and 1934 air shows did come to Fayetteville, including that of Reg Robbins on August 15, 1932, a big American Legion show on August 13, 1933, and a 23-airship tour that hit town on October 27, 1934. There was still an effort, albeit bit by bit, to improve the airfield – such as E. M. Ratliff's attempt to tile the runways and improve drainage in July of 1934 – but the harsh economic realities of the Great Depression seem to have stymied local desire to enhance the airport.

In 1934, the Aeronautics Branch of the Department of Commerce was renamed the Bureau of Air Commerce.[25] In July of that year, C. V. Holderbaum, airport inspector for the Emergency Relief Administration (ERA), checked on the progress of Fayetteville's airport.

After inspection, Holderbaum declared it was "in condition to provide airplane landing facilities for any type of planes." He cautioned, however, that "the field cannot be considered an all-weather field until more adequate drainage facilities have been installed." He concluded his report by stating that the field was practically complete.[26]

This overly optimistic report did not necessarily reflect reality. In fact, things became so bad that in the spring of 1935, on May 20, the *Democrat* ran an editorial based on information given by pilots landing at the airport that referred to the field as a "menace." In "its present condition," the paper said, its "runways are a bog. Its signs are wrong...Its tile-draining is wrong, a joke. The field yet will cause death of pilot and passengers unless its shortcomings are corrected soon."

The editorial triggered an immediate response. The next day, May 21, City Engineer Ratliff asked to be relieved of his responsibilities relating to the airport. The *Democrat* related that Ratliff had told the city council that the city had refused to spend any money on the airport after the ERA had changed prior Department of Commerce plans for the field.

ERA inspector Holderbaum fired off a letter, printed in the May 27 *Democrat* reiterating the airports problems and leaving city leaders with a

Ray Ellis, ca. 1940

From: Ray Ellis Papers (MC 1363),
Special Collections Department, University of Arkansas Libraries

challenge: "In spite of unfavorable criticism of and apparent dissatisfaction with present conditions at the field," he wrote, "it still is believed by many that Fayetteville should have an airport. Whether it does or does not have one, is a matter which rests solely with the community."

Holderbaum's words seemed to fire up local leaders. The next day, May 28, the city council considered a proposal to lease the airport to a flying school in exchange for improving the landing field. By the fall, the Ozark Eagles Flying School had reached an agreement with the city and promised, as reported in the October 12 *Fayetteville Daily Democrat*, to build "a hangar on the airport." The hangar was finished, according to the paper, by October 25 and there was a 24 hour filling station service at the airport as well.

On November 6, the *Democrat* ran a story describing an $11,000 airport improvement project that was being submitted by city and state officials to the WPA. If approved this project called for the building "of a 60 by 80 (foot) hangar," the installation of "a tile drainage system," and

"placing metal boundary markers and providing turf sod on the landing areas."

On December 14, the paper reported that the WPA would provide over $34,000 for the airport project, but on January 7, 1936 the more modest figure of $11,000 was approved by the Bureau of Air Commerce. Nonetheless, a corner had been turned and Fayetteville was on its way to having the top notch airport it had wanted for so long.

Throughout the rest of the 1930s, the airport got better and better. In the fall of 1936, a huge tri-motor airplane landed in town and stayed for several days giving rides to awestruck locals. In May of 1937, 74 U. S. Army planes from Kelly Field, Texas visited the Fayetteville airport and in July of 1938 plans were made for a new hangar and, as detailed in the paper, "$23,000 in other airway improvements."

In 1940, with another great war on the horizon, two things happened to enhance the Fayetteville airport yet again. In late June, the United States War Department requested that the city make its airfield available as part of the national defense system. The city was eager to meet that request.

Groundbreaking for airport hangar, ca. 1943

From: Ray Ellis Papers (MC 1363),
Special Collections Department, University of Arkansas Libraries

The second important occurrence relating to the growth and modernization of the airport was the arrival of Raymond J. Ellis.

Ellis, who had gotten his flying training in Muskogee, Oklahoma, came to Fayetteville in September 1940 to help improve the struggling Civilian Pilot Training Program (CPTP) which had started at the Fayetteville airport in November 1939. Ellis also began operating the Fayetteville Flying Service, "the city's first permanent flight service."[27]

With pilots training for what would become World War II and with a professional aviator in Ellis on hand, progress at the airport moved quickly. In July 1942, Mayor George Vaughan, the city council, and the Chamber of Commerce – with input from City Engineer Edgar Brown, Chamber of Commerce Secretary W. S. Campbell, and Ellis – called for a special election to provide a $100,000 bond issue for airport expansion. In the July 14 issue of the *Northwest Arkansas Times*, Campbell said "that the city has an obligation...to hold up this part of the state. A modern airport would do that and more."

The bond issue vote was scheduled for August 25, 1942. As detailed in the *Times*, citizens were asked to fund the purchase of land to nearly double the current airport size of 160 acres as well as the construction of "three runways from 4,000 to 4,800 feet in length," and the addition of another hangar and a small administration building. The bond issue passed by a margin of 406 to 308.

In early 1943, the city rewarded Ray Ellis for his success with the pilot training program (the CPTP) and his professional handling of the airfield and its facilities by approving his request to lease the airport. The Fayetteville city council approved the lease on January 11, 1943. Ellis signed the lease on January 18 and his tenure as manager of the airport, which lasted some three decades, became effective February 1, 1943.[28]

With the airport moving forward into modernization and with a full-time professional aviator in charge of the field, the long delayed dedication of the Fayetteville Municipal Airport could finally take place. The *Times* celebrated the event with a special "Dedication Edition" on June 27, 1944. The edition featured pictures of city councilmen and Ray Ellis on its front page, and inside were features on the history of the airport and a laudatory editorial declaring that the airport was something of which "not only Fayetteville, but the whole Northwest Arkansas section can be proud."

The next day, June 28, 1944 – thirteen years after the first attempt to do so – the airport was formally dedicated.

Three years later – in the upbeat aftermath of World War II – on April 14, 1947, in appreciation of Dr. Noah F. Drake's earlier generosity in helping purchase land for the original airstrip and for his dedication in bringing a first-class aviation facility to Fayetteville, the new airport was renamed Drake Field. Fayetteville, at long last, had its A-1 airport.

End Notes

[1]Glenn L. Martin Papers, Glenn L. Martin Aviation Museum, Middle River, Maryland.

[2]Campbell, William S. *One Hundred Years of Fayetteville, 1828-1928*. Fayetteville: W.S. Campbell, 1928, p. 35.

[3]*Fayetteville Daily*, Monday, August 21, 1911. Further references to Fayetteville papers noted in the text.

[4]*Springdale News*, Friday, October 6, 1911. Further references to Springdale papers noted in the text.

[5]Campbell, p. 50.

[6]*Ibid*, p. 51.

[7]Jordan, Thomas E. "Jerome Zerbe, Early Aviation Pioneer," http://www.geocities.com/CapeCanaveral/2905/airsedan.htm.

[8]"Zerbe Air Sedan," http://www.aerofiles.com/yz.html.

[9]Jordan, "Jerome Zerbe, Early Aviation Pioneer."

[10]Eckels, Michael V., "80 Years of Aviation in Fayetteville (1911-1991)" Arkansas Air Museum , Aviation Historian.

[11]Newberg, Ronald E. *SWAviator Online Edition,* April/May 2000, http://www.swaviator.com/html/issueAM00/eaglerockAM00.html. The Alexander Eagle Rock biplane was built in the early 1920s by the Alexander Aircraft Company of Englewood and Colorado Springs, Colorado.

[12]Wings of History Museum, http://www.wingsofhistory.org. The single wing Waco 10 was built in 1927 by the Advance Aircraft Co. of Troy, Ohio.

[13]Fayetteville City Council Minutes, Resolutions & Ordinances: October 3, 1927-December 30, 1929, p. 384.

[14]*Ibid*, p. 386.

[15]*Ibid*, p. 384.

[16]*Ibid*, p. 412.

[17]*Ibid*, p. 412.

[18]*Ibid*, pp. 413-414.

[19]*Ibid*, p. 422.

[20]*Ibid*, p. 444.

[21] "American Experience" : Timeline: A selected Wall Street chronology, http://www.pbs.org/wgbh/amex/crash/timeline/index.html

[22]Fayetteville City Council Minutes, p. 462.

[23]*Ibid*, p. 463.

[24]*Ibid*, p. 464.

[25]Federal Aviation Administration, "A Brief History of the Federal Aviation Administration," http://www.faa.gov/about/history/brief_history.

[26]*Co-Operative Advertiser*, Fayetteville, AR, No. 18, July 27, 1934.

[27]Eckels, Mike, *The Fayetteville Experience, The Story of the Fayetteville, Arkansas Civilian Pilot Training Program, War Training Service, and the 305th College Training Detachment (1939-1944) s.l: s.n*: n.d., pp. 18-20.

[28]Fayetteville City Council Minutes, Resolutions & Ordinances: January 7, 1935-August 12, 1944, p.576.

A History of Cooperative Emergency Outreach of Fayetteville, Arkansas, 1990-2010

By Gretchen Gearhart

In the spring of 1990 the Outreach Caregivers Task Force of the Fayetteville Minsterial Alliance made its final report after months of study of possible ways to improve church-sponsored emergency services to needy citizens. They appointed Rev. Joyce Hardy to convene an implementing lay group representing the participating churches. This group convened on May 10 under the name Outreach Ministries. Present were: Kay Trammell, Fayetteville Christian Fellowship; Rita Glover, First Christian Church; Emily Bagby, Central United Methodist; Joyce Hardy, Ministerial Association; Anne Sloan, University Baptist; Margie McKenzie, Central United Methodist; Marcia McCain, Good Shepherd Lutheran; Sister Mary Adams, St. Thomas Catholic; Bob Garnett, First United Presbyterian; Patti Sandberg, St. Paul's Episcopal. Patti Sandberg was elected chairperson pro tem. At this meeting they discussed the purpose, goals, and identity of the alliance, as well as the geographical area to be served and the need for a temporary name. They decided to meet frequently while in the formation stage and to talk to outreach committees of churches and to pastors. By June 15 the group had adopted the name Cooperative Emergency Outreach and approved the bylaws drawn up by Rita Glover and Lorene Raymond. At this time the role of CEO was seen as information analyzer-facilitator-advocate-referer-volunteer administrator rather than services provider. Explaining the choice of name, Bob Garnett wrote:

> The name I (Bob Garnett) propose for the new ministry is Cooperative Emergency Out-

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reach, acronym CEO. The purpose of this name is to move the responsibility for fighting poverty from just the churches to the whole community, with the churches working together as the initiating force.

The word Outreach preserves the idea of being church-centered, but is not exclusively religious, so as to discourage participation by secular groups.

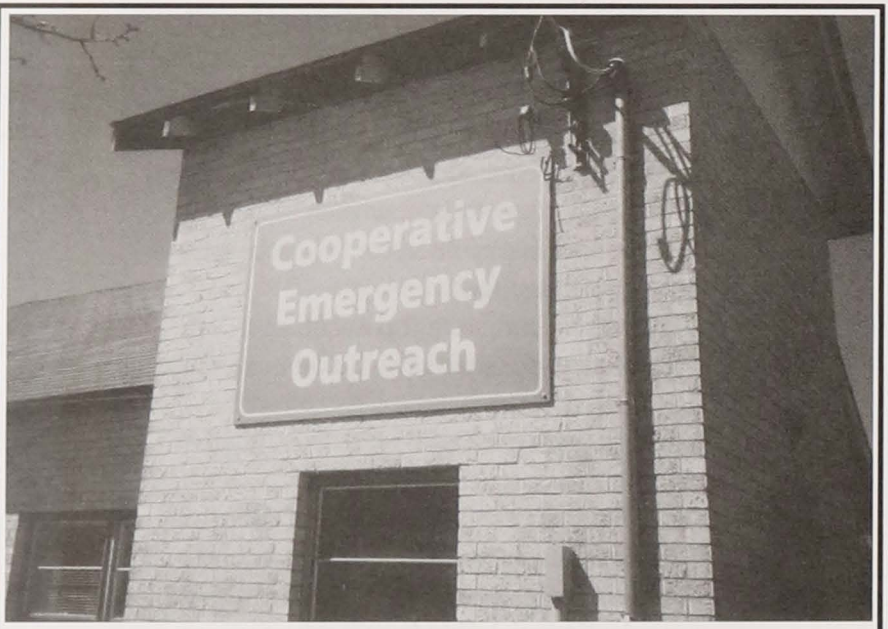
The word Emergency conveys the thought that we are dedicated to providing adequate immediate relief and at the same time moving deliberately to rehabilitation of the poverty victim to full-fledged citizenship

The word Cooperative serves to vault over words like ecumenical, inter-denominational or inter-faith and announces the field open to other community groups like service clubs, government planning bodies and hospital auxiliaries, who have harmonious objectives.

Representatives of Ozark Food Bank, Operation Blessing (Betty Halpin), Salvation Army, and United Community Service/Clearing House attended these early meetings. (Clearing House was a United Way agency that kept track of help given at various agencies. In later years it lost its funding and ceased operation.)

At its July meeting the group considered asking different churches to specialize in different emergency services: food, clothing, utilities, rent—temporary housing, prescriptions—medical, and emergency care for homeless families. The secretary was directed to prepare a letter to the pastors of participating churches asking the churches to choose among the suggested emergency services.

Still open to other possibilities, in August the group heard from Rev. Roger Bruns of Good Shepherd Lutheran about a central location system in North Dallas, in which forty churches gave $30 a month and fifteen of these take turns staffing the central location on a month-by-month basis. The argument was that specialization would prohibit the smaller churches



Cooperative Emergency Outreach Building at 419 Rock Street
From: Cooperative Emergency Outreach Records (MC 1770),
Special Collections Department,
University of Arkansas Libraries

from participating. Subsequent feedback to the July letter indicated eight pastors showed strong preference for a central location. Capt. Johnson of the Salvation Army, however, thought another charity coalition establishing a central location would be unduly expensive.

Sr. Mary Adams was elected chairman of the group at this time.

On September 6 Bob Garnett reported to the Ministerial Association on CEO's progress and read a proposal, which by December 13 was refined into the following:

I. Goal of Cooperative Emergency Outreach

To provide the following emergency services equitably and efficiently to needy families and individuals in the Fayetteville area:

1. Food
2. Utilities
3. Prescription drugs

4. Credit vouchers for clothing and furniture
5. Housing assistance (later changed to rental assistance)
6. Transportation assistance
7. Ongoing education toward self-reliance

II. Characteristics of Outreach Ministry
1. Membership of interested churches, businesses and agencies
2. Operate from a central location
3. Contract for services with other agencies as needed
4. Utilize CLEARING HOUSE and other agencies as needed
5. .Maintain complete records of donations received, services rendered
6. Maintain complete financial records and regular financial reports
7. Keep outreach ministry office open as often and as long as the number of trained volunteers from the member churches and businesses will allow
8. Some attempt toward follow-up of clients

III. Governance
1. A house of representatives consisting of two representatives from each church and each business will meet semi-annually to:
A. Consider progress of the cooperative outreach
B. Elect a Board of 12 directors, each with oversight of one or more funtions
2. The Board will hire an Executive Director when funding is available.
3. The Executive Director will have the authority and the responsibility to conduct all the functions of the ministry, subject to the oversight of the Board. The Executive Direc-

tor will be subject to an annual performance review with the Board.

IV. Funding

1. Member churches and agencies will provide a monthly donation commensurate with their current outlay for emergency services to needy families and individuals and volunteer 30 volunteer hours a month.

2. Corporate members will make a suggested donation of at least $600.00 annually; other businesses can donate appropriately.

3. Donations from individuals and friends of the ministry.

4. Grants from foundations, corporations, Federal and State Governments

5. Fund-raising activities as deemed appropriate by the Board of Directors

V. Benefits

1. Maintain dignity of the persons receiving assistance

2. More effective use of resources available

3. More effectively serve Christ by serving brothers and sisters in need

4. An increase of the number of persons in Fayetteville able to take care of themselves

Responding to a suggestion made by board members of CEO, Southwestern Electric Power Company (SWEPCO) personnel agreed to recommend giving customers the option to round up their bill totals to the next dollar, with the difference going to a fund to assist the needy.

Patti Sandberg worked with Attorney Truman Yancey to obtain incorporation for CEO in Arkansas. The papers were filed on October 24, 1990. The original board of directors, whose signatures are on the Articles of Incorporation are Patti Sandberg, Nancy Ingram, Shirley Johnson, Bob Garnett, Marcia McCain, Sister Mary Adams, Joyce Hardy, and Margie McKenzie.

Jessie Bryant, director of the Northwest Arkansas Free Health Clinic

and member of Washington County Quorum Court, helped to get quarters for CEO at 10 South College Avenue. The building, owned by Washington County, was variously known as the old County Revenue Building or the Old Jail. Volunteers from seven churches worked to prepare the new quarters by cleaning, painting, and fitting donated carpeting.

Operations commenced on December 4, 1990, and a public opening was set for January 14, 1991. Rita Glover was head of the committee to plan the grand opening party on Saturday evening, January 12, at First Christian Church. Purposes of the party included: "Getting over the holiday blahs," announcing the purposes of CEO to greater Fayetteville, and expressing thanks to Jessie Bryant for helping CEO get established.

CEO served twenty-one families on opening day, paying out $308, and distributed one hundred pounds of food. Ten families had to be turned away. CEO's hours were established as 1:00 to 3:00 p.m. Monday through Friday. As of this writing, the hours remain the same.

Officers elected on December 30, 1990, were: president, Sister Mary Adams of St. Thomas Catholic; vice president, Margie McKenzie of Central United Methodist; treasurer, Rose Keeney of Seventh Day Adventist; secretary, Bob Garnett of First United Presbyterian.

Participating churches were St. Thomas Aquinas Catholic, St. Paul's Episcopal, First Baptist, Central United Methodist, First United Presbyterian, Sequoyah United Methodist, Rolling Hills Baptist, Seventh Day Adventist, Good Shepherd Lutheran, St. John's Lutheran, Wiggins Memorial United Methodist, First Christian Church. In March 1991 St. Joseph Catholic and Trinity Temple of God became the thirteenth and fourteenth members.

In its first full month of operation, CEO distributed $6395 in cash and 2,904 pounds of food. The Episcopal Diocese of Little Rock sent $2500 in grant money later in the year. An effort to raise money to hire a director continued.

In April of 1992 Rev. Roger Schoolcraft presented a report titled "Developing a Vision."

It read as follows:

Greatest Strengths:

1. Volunteer and monetary support and cooperation from the churches

2. Clearing House staff cooperation
3. Ministerial Association support
4. The blessing of an excellent first year
5. Good volunteer ownership through daily decision making
6. Low overhead expenses
7. Good community reputation
8. Locally organized and managed
9. Recognizing the Lord's leadership since the beginning
10. Providing a quick fix (emergency help) for those in need
11. Establishing and following good guidelines
12. Good stewardship of resources (finances and food)

Hardest to fulfill (*urgent)

*1. Knowledge of other helping agencies in our community
*2. Providing good follow-through to know how our aid is received & used
*3. Struggle with shortage of funds
*4. Building good publicity to our community & churches
5. Constructive counseling–referral system to other agencies
6. Education–family nurture through videos, workshops, etc.
7. Having ability to discern a real need
8. Not trying to be like the welfare state.

What more could we do? * (items for immediate attention.)

*1. Develop laundry voucher and place of service
*2. Place to stay (temporary housing) provider
*3. Counseling (provide training for our volunteers)
4. Know a child care help provider for job seekers
5. Have a "Lunch Room" provider for meals
6. Saturday school for children
7. Getting more churches aboard
8. Expanding hours
9. Expanding volunteers for clearing house.

A discussion of the responsibilities of a paid director, should one be hired, followed. The inclination was to charge that person with fundraising, public relations, and planning, including contacting churches and businesses, writing grants, and doing research and development for increased support,

both financially and with food goods. Volunteers would remain responsible for daily operations, including decisions and daily management. The plan was to establish a 1/4- time position as soon as possible, which would grow to full time by 1995.

Newly elected officers announced in May of 1992 were: president, Roger Schoolcraft; vice president, Emma Sue Hanna; treasurer, Rose Keeney; secretary, Betty Solis.

Sandy Johnson accepted the responsibility of the daily managers' meetings, and Robbin Anderson, chairmanship of the planning committee, with Marcia McCain as a member.

In the summer of 1992 the daily amount of funds available was $200, a significant reduction. The volunteer coordinator wrote a memo to the board president saying she was having trouble getting enough volunteers, that revenue was not what it should be, that more board members should work in order to understand needs and problems, and that pastors should be required to work once or twice each month to motivate their parishioners.

By the fall of 1992 Emma Sue Hanna, chairman of the food committee, was able to report that Harps, Tyson's, and Allen Canning were all donating food, and that 800 lbs. of rice and 500 lbs. of beans were ready to be picked up in Fort Smith. (This may have been contributed by Basil Buegler, who, according to Mary Adams, had a desire to feed the poor.) A year later Emma Sue and helpers got a 900-pound shipment from the Ozark Food Bank in Bethel Heights and stored it in freezers all over town. CEO pays a minimal per pound amount for this food, which may include cereal, canned goods, and frozen meat.

Current officers were reelected in 1993, except that John Frost was elected as treasurer. Roger Schoolcraft thanked Rose Keeney for serving in that office for three years, saying, "We never had a check bounce."

At the July 1993 meeting the board discussed Betty Solis's suggestion that attention be given to "the needs of ongoing education toward self-reliance" as stated in the bylaws. General agreement was that this should not be a major program for CEO, but the concern should rather be for the interviewer wishing to give all help possible to the client who may be somewhat lost in the bureaucracy.

Officers elected in April 1994 were: president, Louise Montgomery; vice president, Rita Glover; secretary, Sandy Johnson; treasurer, Rose

Keeney.

Early in 1994 discussions began regarding a move to a building on Rock Street owned by Washington Regional Medical Center. It transpired that needed renovations would be too costly for CEO, and the offer was declined. However, in January 1995 Pat Flynn of WRMC, offered to renovate the space at no cost to CEO. The board was very happy to accept this offer. This came about because Rita Ticer of WRMC, a member of CEO's House of Representatives, heard Louise Montgomery say that CEO didn't feel that it could spend more than $10,000 of member churches' money to renovate the space. She then went to Flynn, and the idea was rejuvenated with WRMC. CEO moved to its more comfortable facilities at 419 West Rock Street in September 1995.

A September 25, 1994 reception honored the CEO founders and volunteers. Rev. Bill Rose paid tribute to the task force of 1990; Patti Sandberg, who established the accounting system; the original board of directors whose signatures are on the Articles of Incorporation; Jessie Bryant and Judge Charles Johnson, who made possible a home for CEO;

Ribbon-cutting for new Cooperative Emergency Outreach Building at 419 Rock Street, 1995

From: Cooperative Emergency Outreach Records (MC 1770), Special Collections Department, University of Arkansas Libraries

and past presidents Patti Sandberg, Sister Mary Adams, and Rev. Roger Schoolcraft. The then current president, Dr. Louise Montgomery recognized the ministers and volunteers.

A January 1995 newsletter named a diverse list of holiday contributors: Northwest Arkansas Doll Club, Washington County Medical Society and Alliance Benevolent Fund, Veterans' Hospital, employees of the Fayetteville Hilton Hotel, and the Party House. Other contributors were: Good Shepherd Luther League, employees of the Arkansas Archaeological Survey, Elkins Community Church Sunday School, Exchange Club of Fayetteville, Washington County Court House employees. Later in the year Sigma Chi fraternity and several sororities gave a large amount of food. Other contributors of food included a Fayetteville neighborhood and the Fayetteville Diagnostic Clinic.

In February CEO welcomed St. James Baptist church as a new member.

Officers elected in the spring of 1995 were: president, Nancy Ingram; vice president, Rita Glover; secretary, Betty Solis; treasurer, Emma Sue Hanna.

Daily amounts in 1996 varied from $425 to $275, which apparently accounts for concern in April concerning families and individuals who came regularly asking for aid. A motion was made and approved to make education toward self-reliance the number one goal, an approach that the board had previously decided could best be served by recommending other agencies to clients.

Early in 1997 St. Joseph Church sent $5,000 to be used toward heating bills. In May sixth graders from St. Joseph School helped sack beans and rice and shelved food. They planned to continue through the summer.

Officers chosen in April 1996 were Hannah Lee, president; Les Hoover, vice president; Mary Pendley, treasurer, Betty Solis and Lennis Ledbetter, co-secretaries.

On July 1 the welfare reform laws went into effect and food banks and organizations such as CEO were already beginning to feel the effects, according to a July 21 article in *Time* magazine. CEO received a welcome 117 boxes of food from a collection by postal service letter carriers.

The October 1997 newsletter reported that CEO had become a beneficiary of the U of A Midnight Madness food drive. At midnight on

Friday, October 17, as the Razorbacks began practicing for the upcoming basketball season, over fifty CEO volunteers were also hard at work hauling the canned goods collected at two entrances to Bud Walton Arena to CEO headquarters–about 7,000 cans.

Officers for 1997-1998 were Lenthon Clark, president; Les Hoover, vice president; Mary Pendley, treasurer; Anne Vandergriff, secretary. Elected for 1998-1999 were Genie Donovan, president; Les Hoover, vice president; Melissa Newport, treasurer; Anne Vandergriff, secretary.

The May 1998 minutes reported that Dorothy Lindquist, a faithful volunteer, was the winner of the J. C. Penney Golden Deeds Award and that she requested the $1,000 award money be given to CEO.

Early 1999 contributions included food from Wal-Mart testing labs, 800 paper bags from Harps, 400 bags from IGA, 500 pounds of turkey products from Cargill, which Les Hoover drove to Stillwell, Oklahoma to pick up, and $500 raised by an Asbell students' economic project.

Officers elected in April 1999 were president, Genie Donovan; vice president, Roy Rom; treasurer, Melissa Newport; secretary, Barbara O'Brien. Donations that year included $1,500 from First Christian Church for prescriptions, a tremendous amount of food from the letter carriers' drive, food from St. Joseph's drive, 1350 cans of food from a Eureka Pizza new-store-promotion drive, $1,000 from United Commercial Travelers of America, and 10 carloads of food from U of A residence halls and Greek houses. St. Joseph began sending $1,000 per month and encouraging people to go to CEO for assistance rather than to the church.

Officers elected in April 2000 were: president, Jane Gearhart; vice president, Cathy Williams; secretary, Barbara O'Brien; treasurer, Jim Wilson. Sandy Johnson replaced Barbara O'Brien in July.

The November minutes of the House of Representatives meeting were corrected to read "CEO had previously decided we would not do fundraisers."

The First Assembly of God became the sixteenth member church in January 2001. Seventh Day Adventist dropped out in March, saying the sixteen required volunteer hours were causing them some problems.

Officers elected in 2000 were reelected for another year.

July 2001: The First Christian World Outreach Department promised to send $1,000 for food, noting that more food is needed when children are home for the summer.

In September Grace Cumberland Presbyterian Church became a member.

That fall the board members discussed the question, "Do we want to offer counseling services?" Someone noted that we can refer clients to Credit Counseling of Arkansas and Ozark Guidance Center, and the decision reached was that CEO is not set up for counseling service.

$5,000 contributed by an anonymous donor in December was most welcome. In April the financial report showed twice as much money in the bank as at the same time the previous year. The daily amount to distribute had been $500 since early in 2002.

Officers elected in the spring of 2002 were: president, Hannah Lee; vice president, Jane Gearhart; secretary, Sandy Johnson; treasurer, Melissa Newport with Jim Wilson assisting.

Board members saw to a number of tasks that summer: getting ink for the printer, repairing the front doorknob, calling WRMC maintenance to fix a leak in the ceiling, hanging a paper towel holder, and finding a source for plastic bags for clients' food. Later in the year they fixed the toilet in the clients' restroom, purchased a new vacuum cleaner, and in 2003 trimmed the bushes in front of the building, put up magazine racks in the waiting room and purchased carpeting with funds from a contribution, $6,000 total, from an anonymous donor.

A record number of persons, 930, or 322 households, were served in July. Daily managers reported they will not refuse assistance to clients who come too often but will do so only if they try to cheat us or if they lie.

The current officers were reelected for one more year.

Upon recommendation of the treasurer, the board raised the daily limit to $550 in January 2004. This remained in effect through June. In August it was necessary to reduce the limit to $350. The minutes read that summer is always a slow time for food donations, but that this one was the worst, and it had been necessary to buy most of the needed food items.

Arkansas Rice Depot asked agencies to donate $100 a month to help cover their expenses. CEO had been paying 75 cents per case, and after determining the amount of past monthly payments, voted in April 2004 to give the Depot $100 per quarter.

Ernie Cole reported for Wade Burnside that the Ozark Food Bank had no cereal, and that CEO was buying oatmeal from Wal-Mart and cornflakes from Aldi's. The board will ask the member churches to put in

their bulletins that CEO would appreciate extra produce from home gardens. To avoid giving clients unwanted food, interviewers began giving them food lists on which they check the items they can use.

Officers elected in May 2004 were: president, Hannah Lee; vice president, Ann Newman; secretary, Sandy Johnson; treasurer, Melissa Newport. Chairpersons chosen were: publicity, Jane Gearhart; volunteers, Julia Thoma; daily managers, Lenthon Clark; food, Wade Burnside.

Food contributions in 2004 included those from Curves of Fayetteville, Boy Scouts, and Crossroads Village shopping center, the Midnight Madness event at the U of A, and the letter carriers' drive. The following monetary donations received mention in the board minutes: $5,186 from Harps's Food Industry Crusade Against Hunger, $200 from Superior Industries, $20 from a client for helping him when he was in need, $5,000 from the Dortha Green Foundation, and $2,000 from the Glen Conklin Foundation. In November the daily limit was $450.

In January 2005, the treasurer reported $23,502 in available funds and the daily limit was restored to $550. Wade Burnside said that food supplies were ample. He requested volunteers to care for the food room on a regular basis.

The community continued to support CEO with food donations. The Cub Scouts had a drive in April, and in for a week in May, the Fayetteville Public Library asked patrons to bring in canned goods in payment for overdue books. This brought in 300 pounds of cans. The Letter Carriers drive on May 14 brought in 5,500 pounds of food, which CEO volunteers picked up and shelved. Buck Watson had taken over as food chairman.

Officers chosen for 2005-2006 were president, Vic Langanke; vice president, Ann Newman; secretary, Sandy Johnson; treasurer, Melissa Newport; daily manager chairman, Lenthon Clark; food chairman, W. S. "Buck" Watson; publicity chairman, Jane Gearhart; volunteer coordinator; Linda Eichmann.

February 2006 found CEO in good financial shape with funds available at $25,377 and the food pantry well stocked. Boy Scouts from First United Presbyterian gave 4,000 items from their Scouting for Food drive. In March Wiggins Memorial Methodist collected 1,000 pounds of food for CEO.

The president, Vic Langanke, visited the Northwest Arkansas Housing Authority. He received many compliments on the work CEO does from

other organizations including Seven Hills Homeless Shelter, the police department, and the Fayetteville Housing Authority.

The Fayetteville Junior Civic League responded to CEO's request for $1,000 with a grant for $2,500. June brought $5,000 from the Glen Conklin Charitable Fund and $1,000 from Jeff England Investments, allowing the daily limit to be increased to $600 for two months.

First Assembly of God had to drop out of CEO but will still send money.

Officers for 2006-2007 remained the same except Annabelle Berry was to be food chairman. In August Ernie Cole took over as food chairman.

The September board minutes reported a discussion on religious materials for distribution. The decision was to limit this to Bibles.

The bus ticket policy review was refined as follows: "Bus tickets are not a priority for the use of CEO funds. Exceptions may be made for a verified extreme medical emergency."

Emma Sue Hanna took over the job of getting forms copied from our churches. She is also buying office supplies.

At the October 2006 board meeting Jim Wilson reported that he spoke at Newcomers' Club and that they urged him to apply for a grant of $2,500 from their organization.

In November the cash flow was down, with $10,500 on hand. The treasurer, however, recommended keeping the daily limit at $500. By the January board meeting available funds amounted to $21,713, which was higher than in January 2006 ($18,700). The daily limit was set at $550. The limit remained at $550 or $500 throughout 2007.

A change to the bylaws in 2007 resulted in eliminating the two-term limit for board members.

At their meetings the daily managers continue to refine procedures and policies for responding to client needs. In March they discussed the question of helping illegal immigrants and others without an ID and concluded that CEO is here to help people who are hungry, even though they may be illegal. The daily managers can make the decision as to what help we give them.

Hannah Lee, Cathy and Marion Williams, and Vic Langanke had a work day at CEO, cleaning and doing touch-up painting. Hannah worked on another day to clean the office. Their work was much appreciated.

The letter carriers' food drive brought in about 2,000 pounds of food

for the CEO pantry. Earlier Seven Hills gave CEO $500-$600 worth of canned food from their surplus. Jim Wilson procured two grocery carts from Harp's on Hwy. 412.

Katha Carter was elected secretary of the board for 2007-2008. The other officers are unchanged.

In January Jim Wilson reported on a new contract from the Arkansas Rice Depot. CEO is to pay $100 yearly membership and $100 each quarter. We receive much more than $500 in free food during the year.

In March the board decided that two copies of the recently finished history of CEO should go to each member church.

May saw a 2,000 pound donation if food from the Postal Carriers Food Drive. The records and a copy of the CEO history were placed in Special Collections at the University of Arkansas Library.

Ernie Cole reported in August that food supplies had been low all summer. Two churches responded to the need, and Ernie was able to get canned vegetables from the Ozark Food Bank. Wade Burnside found a new source for bread–"day old" bread from the Wonder Bread Store.

Officers elected for 2008-2009 were Margaret Brooner-Wilson, president; Ann Newman, vice president; Katha Carter, secretary; Melissa Newport, treasurer. Barbara Osing continued to serve as volunteer coordinator.

Additional contributions totaling $2,000 from an individual and a church helped with purchases of food in the August and September, when requests were up. Even so, the daily limit was reduced to $550. By November food donations increased enough that the limit could be restored to $600.

The amount of food received in December 2008, helped by four pickup loads from the Eureka Pizza promotion, was the most ever received in one month. The Fayetteville Public Library's "Fine Relief " program in April brought in 2,000 pounds of food for the pantry.

In 2009 the board raised the daily limit to $750, and though more money was going for food, it remained at that level until April 2010. Two contributions of $3,000 in 2009 each from an individual donor helped keep finances in good shape.

Officers for 2009-2010 remained the same. Gretchen Gearhart took over as volunteer coordinator.

The Fayetteville Public Library began placing gently used, donated children's book at CEO, along with suggestions for parents on family

reading, for clients to take home.

Jim Wilson reported at the October board meeting that a client, who was not a frequent applicant at CEO, sent a note of thanks for help and enclosed a $55 donation. This happens infrequently and certainly is not expected.

At its January meeting Ernie Cole told the board that food was going out quickly. Over $19,000 was spent on filling the pantry in 2009. Members decided to sent people to Payless for work boots rather than Wal-Mart after learning that a client had returned a pair to Wal-Mart for cash, something Payless will not do. The return from the bake sale in December was $767 and from the Alternative Holiday Gift Sale at St. Paul's, $395.

Romaine Kobilsek spoke to the board in February on a program she and her husband are instituting to help low-income people get their dogs and cats spayed and neutered. CEO is now giving interested clients information on how to get this done through the Fayetteville Animal Shelter.

In March the board learned that the Boy Scout food drive greatly helped fill the pantry. However, in April it was necessary to lower the daily limit to $700 in expectation of the need for funds to buy food during the summer months, when the need is greater and food collections are down.

The House of Representatives met in April and chose the officers for 2010-2011. These did not change from the previous year with the exception of secretary. Sandy Johnson will serve in that position. Maxine LeBlanc will replace Vic Langanke as chairman of daily managers. And CEO welcomed a new member, Buckner Baptist Church. Fayetteville Friends Meeting (Quaker) and Eastside Missionary Baptist became members in May.

President Margaret Brooner-Wilson thanked Hannah Lee and her crew from First Baptist Church, who did a badly needed paint job for the CEO office, and reported that Mary Ellen Jones had made the valances and donated blinds that also much improved its appearance.

CONCLUSION

CEO is proud of its member churches' ability to work together despite their differences to carry out Christ's command to feed the poor. In the early days there were questions over evangelization, counseling, and direction in self-reliance. Over the years these questions faded as it became clear that the mission of CEO is to alleviate clients' immediate needs and perhaps guide them to other sources of help for their long-term well-

being.

CEO has always been an all-volunteer organization. Although the possibility of a paid executive director is mentioned in the bylaws, as long as the organization functions well, board members fail to see the need. There are no fundraising events or formal appeals for monetary support, yet, due to support from member churches and numerous donors, funds are usually adequate.

It is a tribute to the founders that CEO has changed very little since that opening day in December 1990. Ten of the twelve member churches at that time are still active. Operating hours remain Monday through Friday from 1:00 p.m. to 3:00 p.m. Changes to the bylaws are minor, as are guidelines for emergency services. In an interview Emma Sue Hanna quoted a Baptist minister, "God is working in our organization." For this blessing we give thanks.

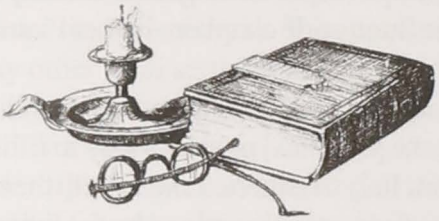
ADDENDA

As of May 2010 the following churches were members of CEO: Buckner Baptist, Central United Methodist, Eastside Missionary Baptist, Farmington United Methodist, Fayetteville Friends Meeting (Quaker), First Baptist Farmington, First Baptist Fayetteville, First Baptist West Fork, First Christian Fayetteville, First United Presbyterian, Good Shepherd Lutheran, Grace Church Cumberland Presbyterian, Oak Manor Christian, Rolling Hills Baptist, St. John's Lutheran, St. Joseph's Catholic, St. Paul's Episcopal, Sequoyah United Methodist, Southside Baptist, Trinity United Methodist, Wiggins United Methodist.

Officers of the Board of Directors

1990-1992: Sister Mary Adams, president; Margie McKenzie, vice president; Rose Keeney, treasurer; Bob Garnett, secretary
1992-1993: Roger Schoolcraft, president; Emma Sue Hanna, vice president; Rose Keeney, treasurer; Betty Solis, secretary
1993-1994: Roger Schoolcraft, president; Emma Sue Hanna, vice president; John Frost, treasurer; Betty Solis, secretary
1994-1995: Louise Montgomery, president; Rita Glover, vice president; Sandy Johnson, secretary; Rose Keeney, treasurer
1995-1996: Nancy Ingram, president; Rita Glover, vice president; Betty Solis, secretary; Emma Sue Hanna, treasurer

1996-1997: Hannah Lee, president; Les Hoover, vice president; Mary Pendley, treasurer, Betty Solis and Lennis Ledbetter, co-secretaries
1997-1998: Lenthon Clark, president; Les Hoover, vice president; Mary Pendley, treasurer; Anne Vandergriff, secretary
1998-1999: Genie Donovan, president; Les Hoover, vice president; Melissa Newport, treasurer, Anne Vandergriff, secretary
1999-2000: Genie Donovan, president; Roy Rom, vice president; Melissa Newport, treasurer; Barbara O'Brien, secretary
2000-2001: Jane Gearhart, president; Cathy Williams, vice president; Jim Wilson, treasurer, Barbara O'Brien, secretary
2001-2002: Jane Gearhart, president; Cathy Williams, vice president; Jim Wilson, treasurer, Barbara O'Brien, secretary
2002-2003: Hannah Lee, president; Jane Gearhart, vice president; Melissa Newport, treasurer; Sandy Johnson, secretary
2003-2004: Hannah Lee, president; Jane Gearhart, vice president; Melissa Newport, treasurer, Sandy Johnson, secretary
2004-2005: Hannah Lee, president; Ann Newman, vice president; Melissa Newport, treasurer; Sandy Johnson, secretary
2005-2006: Vic Langanke, president; Ann Newman vice president; Melissa Newport, treasurer; Sandy Johnson, secretary
2006-2007: Vic Langanke, president; Ann Newman, vice president; Melissa Newport, treasurer, Sandy Johnson, secretary
2007-2008: Vic Langanke, president; Ann Newman, vice president; Melissa Newport, treasurer, Katha Carter, secretary
2008-2009: Margaret Brooner-Wilson, president; Ann Newman, vice president; Melissa Newport, treasurer; Katha Carter, secretary
2009-2010: Margaret Brooner-Wilson, president; Ann Newman, vice president; Melissa Newport, treasurer; Katha Carter, secretary
2010-2011: Margaret Brooner-Wilson, president; Ann Newman, vice president; Melissa Newport, treasurer; Sandy Johnson, secretary



Book Review

Young, Susan. *So Big This Little Place: The Founding of Tontitown, Arkansas, 1898-1917*. Tontitown, Ark: Tontitown Historical Museum, 2009. 179 pp. $30.00. Available from the Tontitown Historical Museum or Shiloh Museum of Ozark History.

Susan Young's book, "*So Big This Little Place: The Founding of Tontitown, Arkansas, 1898-1917*" focuses on the development of the Italian community of Tontitown, nestled in the northwest corner of Arkansas in its first few decades. These nineteen years of town history coincides with the time that Father Pietro Bandini resided there, working tirelessly to develop the town into a community that would fulfill the hopes of the immigrants who had come to American looking for a better, more peaceful life. Richly illustrated with early photographs and maps and drawing heavily on newspaper accounts of Tontitown's early development, Ms Young's work allows the story of the Italian immigrant's pursuit for happiness to come to life. Moreover, Young's telling of the history of the people of Tontitown is greatly aided by the addition of Jan McQuade-Strum's genealogical surveys of a number of Tontitown's early settler families. While Young acknowledges that Tontitown was not solely comprised of Italians, she focuses on the Italian population which made the town a model of immigrant settlement in America that was recognized as a success both nationally and internationally.

The story of Tontitown began far from the rolling hills of the Ozarks. Many of the early residents had come to America looking to escape poverty and unrest and found themselves in the on the Sunnyside Plantation in the Arkansas Delta. The hot, humid weather of Chicot County, the deplorable living conditions and racial stereotyping soon made the immigrants position untenable. The hardships that had caused them to make the trans-Atlantic

voyage, leaving their homes, confronted them once again only this time in a strange and foreign land. The only hope for the immigrants to escape plantation life came in the form of the Sunnyside chaplain, Father Pietro Bandini.

Bandini, as Young explains, had come to America as a Catholic missionary to Montana. From there, the priest had made his way to Ellis Island working to aid immigrants from Italy to America and to help them navigate life in their new country. Bandini was disheartened by the living conditions of immigrants in the urban centers of the east and believed that settlement in rural America would be better for the Italians, as rural life would be more familiar to them.

But plantation life in the Arkansas Delta proved to be no better and, in the early part of 1898, Bandini had made arrangement for the Italians to make a new home east of Springdale. It was here that the new settlement was born and named for Henri de Tonti who, with LaSalle, had explored the Arkansas territory over two hundred years earlier. In the Ozarks, with terrain and climate more familiar to the Italians, Bandini began the work of helping them on their way to becoming Americans.

While Bandini continued to travel on missions assisting immigrants to the United States, Tontitown continued growing and maturing, although life in the first decade on the town was not without its hardships. The town had to recover from fire and natural disasters and many of the early settlers had to find work in the dangerous coal mines in Oklahoma. However, by 1905, the Italian Ambassador Baron des Planches found the citizens of Tontitown to be "happy, contented [and] prosperous...inspired with a devotion to their adopted country."

For the next seven years, the town continued to grow. In August of 1912, a railroad train of the Kansas City and Memphis line made its first stop in Tontitown. The rail line now exposed the producers of the town to new markets, but more importantly, it created new opportunity for investment into the town. Advertised as being situated in the "heart of the fruit belt" the agricultural produce of Tontitown garnered acclaim and, in honor of its most prized product, the annual festival was renamed Grape Day in 1913.

In 1916, the citizens of Tontitown received a shock when their benefactor and protector Father Bandini suffered a pair of debilitating strokes from which he never recovered. By the time of his death in January

1917, Bandini had shepherded his flock of Italian immigrants from the abominable conditions of plantation life in the Delta to tranquility and prosperity in the Ozarks. Tontitown had grown in measure comparable to any other rural settlement in the first decades of the 20th century, with many of the same successes and failures.

Through hard work and commitment to family and community the story of Tontitown, as Young illuminates, is one of "faith, hope, perseverance and the American Dream." Her work on the Italian community of Tontitown and Father Bandini is thoroughly researched, deftly written and delightfully constructed. *So Big, This Little Place* is a must read for anyone with an interest in Italian American or Arkansas history. It is an enjoyable snapshot into the lives of honest, hard-working people committed to forging a new and better life for themselves and their families.

—*James N. Wilhelm*

Membership Application Form

Washington County Historical Society

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❑New Member ❑Renewal

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❑I would like to learn more about volunteer opportunities at WCHS

WCHS is a 501c(3) nonprofit corporation. The portion of the membership above $25 is tax deductible. The membership will run for a full 12 months beginning in the month following the month membership is received.

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If you are making regular gifts to the Washington County Historical Society or would like to start, you may find it beneficial to set up or give:

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There are a number of ways to enhance your retirement plans while still providing for your charitable interests and making gifts you never dreamed possible. Consult with your financial advisor on other ways you can make charitable donations. These planned gifts will provide added tax benefits for you and your heirs while helping to support the vital mission of the Washington County Historical Society for years to come.

FlashBack

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